GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:3012
ANSWERED ON:21.03.2002
DERAILMENT OF BOGIES OF MUMBAI-ALLAHABAD EXPRESS TRAIN
RAGHUNATH JHA

Will the Minister of RAILWAYS be pleased to state:

(a) whether nine bogies of the Mumbai-Allahabad Pavan Express train derailed 68 kms of Jabalpur on January 1,2002 killing one passenger and injuring seven others;

(b) if so, the causes of the derailment;

(c) whether rail fracture is one of the reason;

(d) if so, whether this is not the first accident on account of rail fracture;

(e) if so, the action taken to find out the reasons for purchasing defective and sub-standard tracks; and

(f) the action taken against the personnel responsible for purchasing such defective/sub-standard tracks?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (f): A statement is attached.

STATEMENTREFERREDTO IN REPLY TOPARTS(a)TO(f)OF UNSTARRED QUESTION NO.3012 ASKEDBY SHRI RAGHUNATHJHATO BEANSWERED IN LOK SABHA ON 21.03.2001 REGARDINGDERAILMENT OF BOGIES OF MUMBA ALLAHABAD EXPRESS TRAIN

(a): No, Sir. There was no such derailment on 01.01.2002. However, on 04.01.2002 there was a derailment of 9 coaches of 5219 Dn Lokmanya Tilak Terminus-Darbhanga Pawan Express betweenKarakbel and Shridham stations o n Itarsi-Jabalpur Sectionof Jabalpur Division. Seven passengers had been injured (four simple and 3 trivial) in this accident.

(b) & (c): Commissioner of Railway Safety, Central Circle is conductingan enquiry into this accident. He has not yet submitted his Final Report. As per provisional findings of his Preliminary Report the derailment occurred due to multiple rail fracture.

(d): This accident is not the first accident on account of rail fracture. About 7% of consequential derailment/accidents are attributed to rail/weld fractures.

(e): Does not arise in this case yet. Improvement in specification of rails and follow up to improve quality has been a continuous effort. Bhilai Steel Plant issupplying rails as per specifications of Indian Railways and are in line with the International Union of Railways (UIC) specifications.

Bhillai Steel Plant (BSP),the only indigeneous suppliers of rails, was not able to produce rails to improved specifications, due to inadequate infrastructure facilities and accordingly, some temporary relaxations were granted to Steel Authority of India Limited/BSP, without compromising safety, to avoid imports. Except for few cases of rejection of defective rails, rails supply by Bhilai Steel Plant has been to the standards fixed by Railways.

(f): Does not arise.